



# Park Road Corridor Study

Final Public Meeting

May 12, 2011

Charlotte, North Carolina



# Introductions

# Agenda

6:00 – 6:45 PM

- Introductions and Overview
- Feedback from the Workshops (Public Meeting # 2)
- Summary of CDOT's Findings
- Future Updates

6:45 – 8:00 PM

- Questions and Answers
  - One-on-one with City Staff



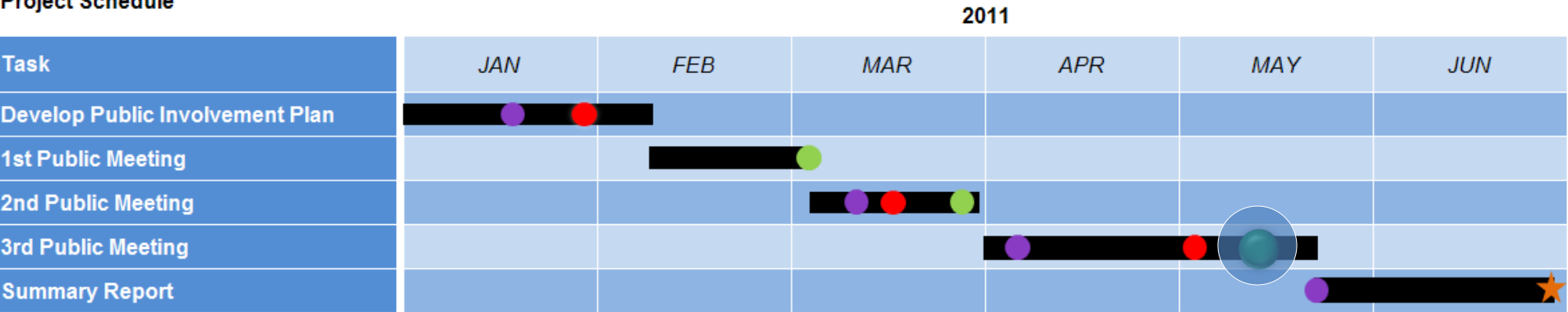




Process so far...

# PARK ROAD CORRIDOR STUDY

## Project Schedule



### Legend

- Meetings with CDOT from 10am-12pm on the following dates: 1/21/11, 3/11/11, 4/7/11 & 5/26/11
- Meeting with Neighborhood Representative Committee from 7-9pm on the following dates: 1/31/11, 3/17/11 & 5/5/11
- Public Meetings: 3/03/11 (6-8pm), 3/24/11 (4-8pm), 3/26/11 (1-5pm) & 5/12/11 (6-8pm)
- Summary Report (6/16/11)

The schedule is subject to change to meet the specific needs of the project, as agreed to by the client and HNTB.  
This schedule was revised on 1/28/2011

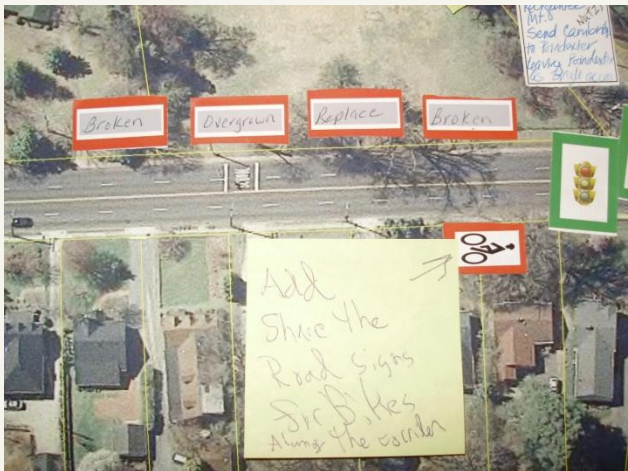
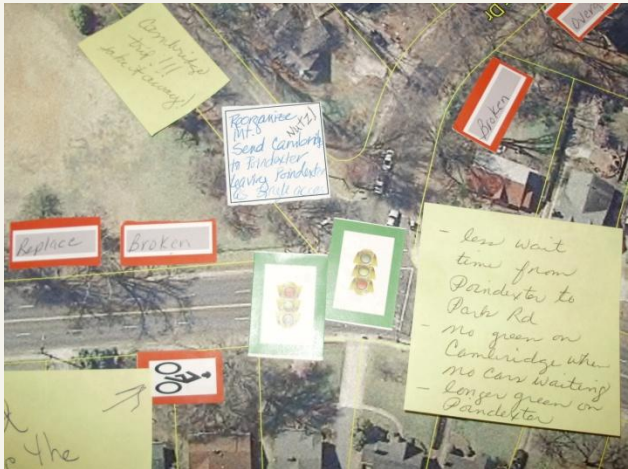
# Process So Far...

- Two workshops were conducted on March 24<sup>th</sup> and 26<sup>th</sup>
- 35 residents attended
- 40+ solutions were identified





# Process So Far...





# Process So Far...

Improve crosswalk visibility at  
Heather Ln and Park Rd

Install sidewalk  
between Holmes Dr  
and Drexel Pl

Redesign the intersection of  
Cambridge, Poindexter, and Park  
Road to create a 3-way intersection  
with Poindexter and Park Road

Install "Share the Road" sign (Bicycles)  
throughout Park Rd

Increase police  
presence to enforce  
speeding on Park Road

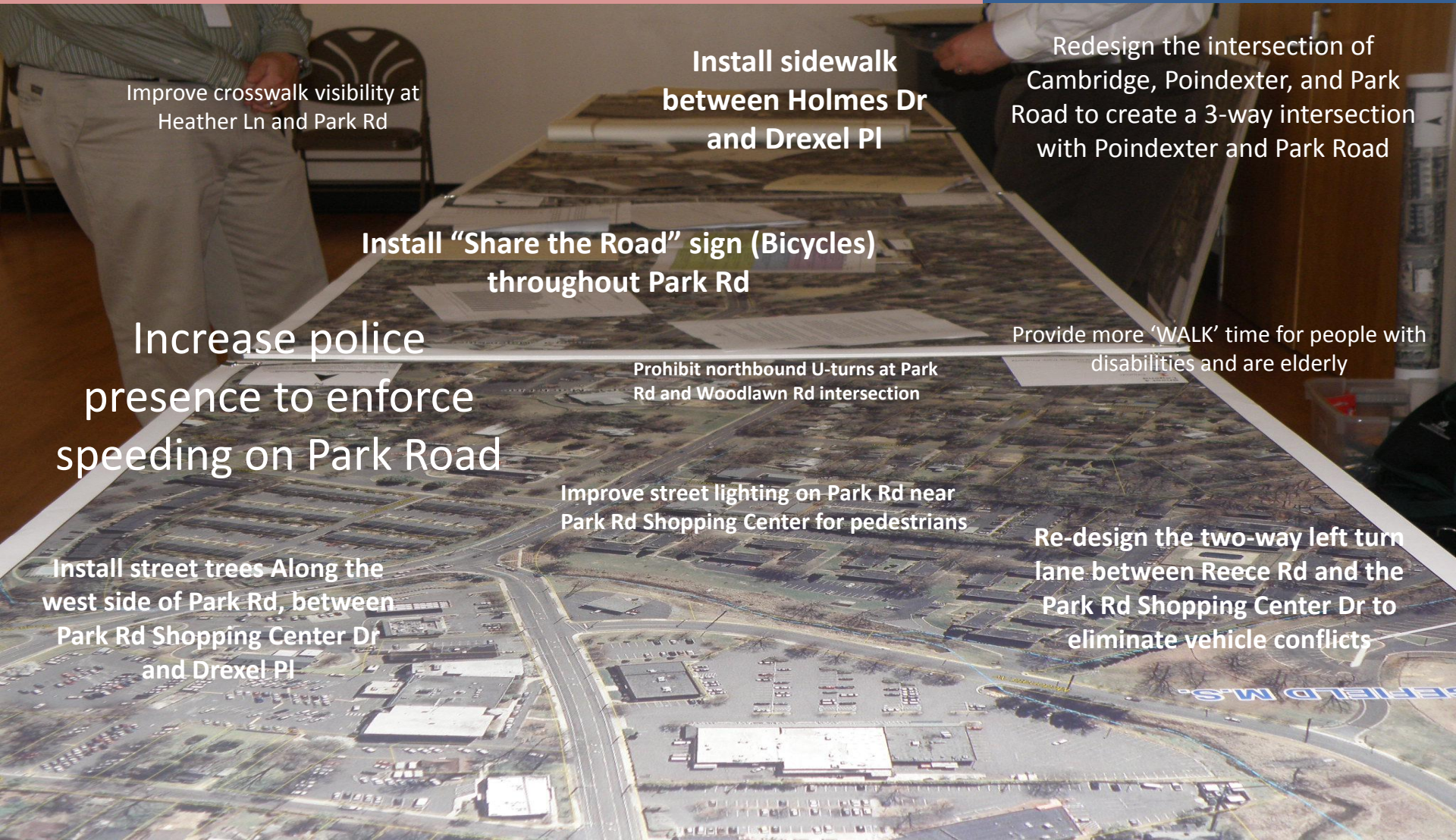
Prohibit northbound U-turns at Park  
Rd and Woodlawn Rd intersection

Provide more 'WALK' time for people with  
disabilities and are elderly

Install street trees Along the  
west side of Park Rd, between  
Park Rd Shopping Center Dr  
and Drexel Pl

Improve street lighting on Park Rd near  
Park Rd Shopping Center for pedestrians

Re-design the two-way left turn  
lane between Reece Rd and the  
Park Rd Shopping Center Dr to  
eliminate vehicle conflicts



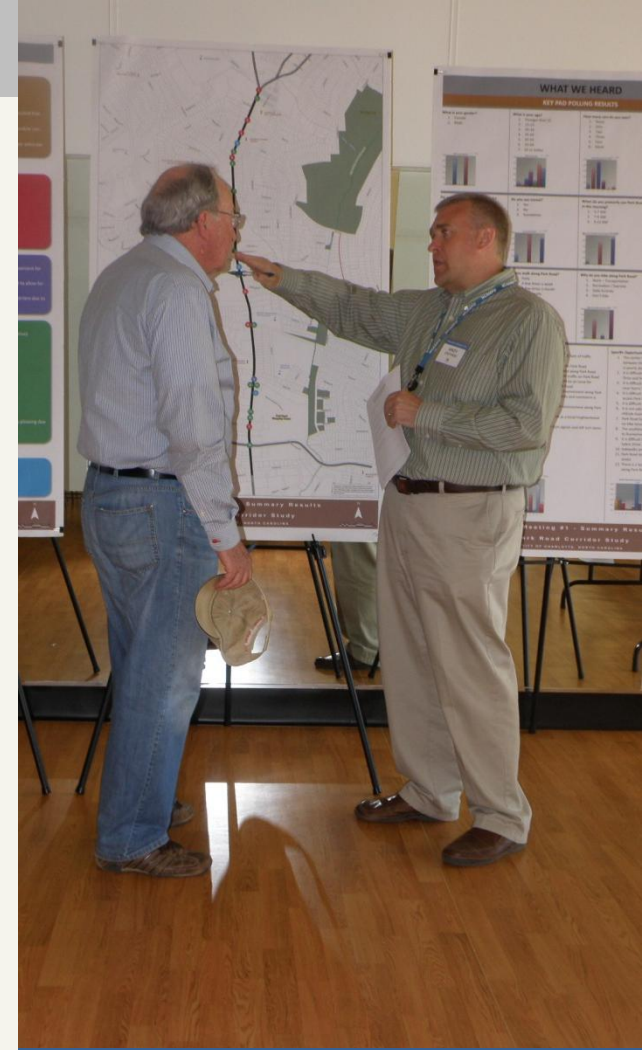




## Summary of CDOT's Findings

# Solutions / Ideas Assessment Process

- Each solution / idea was carefully assessed by the City (CDOT)
- Many of the solutions / ideas are feasible, but will require coordination and collaboration with property owners and or an appropriate funding source
- Some solutions cannot be implemented at this time





# Conclusion Categories



No further action at this time



Requires coordination with private development



Requires cooperation with property owners and/or an appropriate funding source

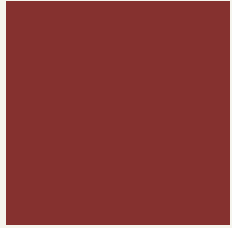


Will be incorporated for consideration into currently funded projects



Will be completed under current operation & maintenance programs





No further action at this time



# ISSUES:

Lack of vehicular turn prohibitions to and from side streets along Park Road

## Public's Recommendations:

- Prohibit southbound left turns to/from Park Road at Salem Drive during peak periods
- Prohibit left turns from Sunset Drive onto Park Road between 7am-7pm
- Prohibit left turns to/from Reese Road onto Park Road
- Prohibit left turns from Park Road Shopping Center Drive onto Park Road

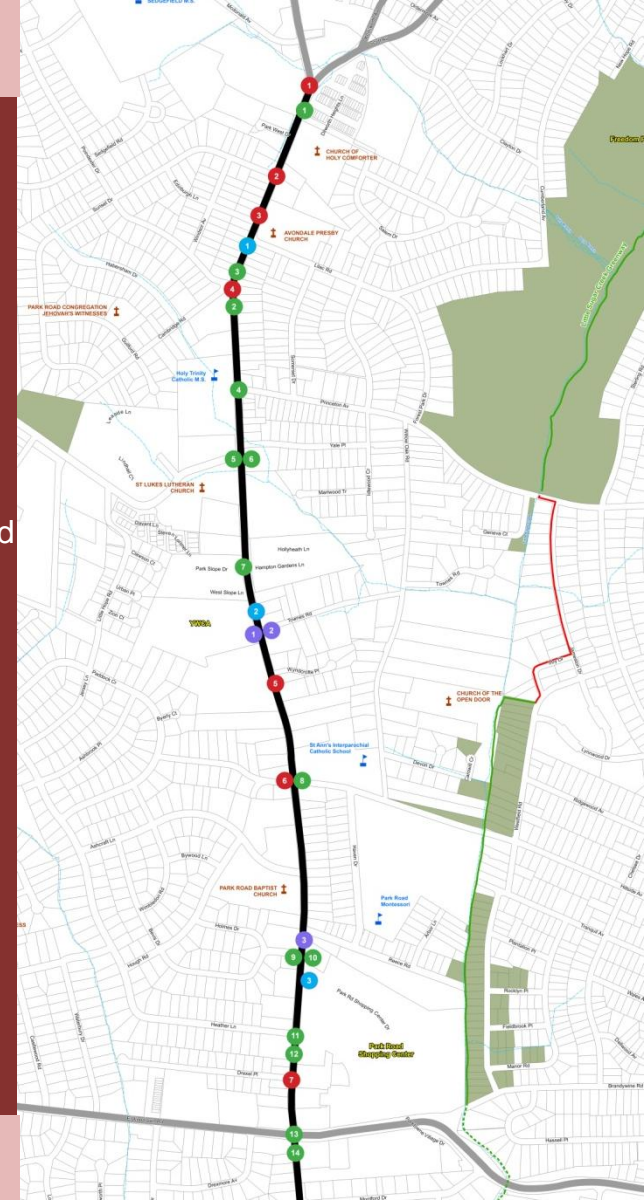
## CDOT's Assessment:

- Turn restrictions limit local route choices and street network benefits to the neighborhood
- There is no indication of significant traffic delay or congestion
- There is no demonstrated safety issue

## Conclusion:

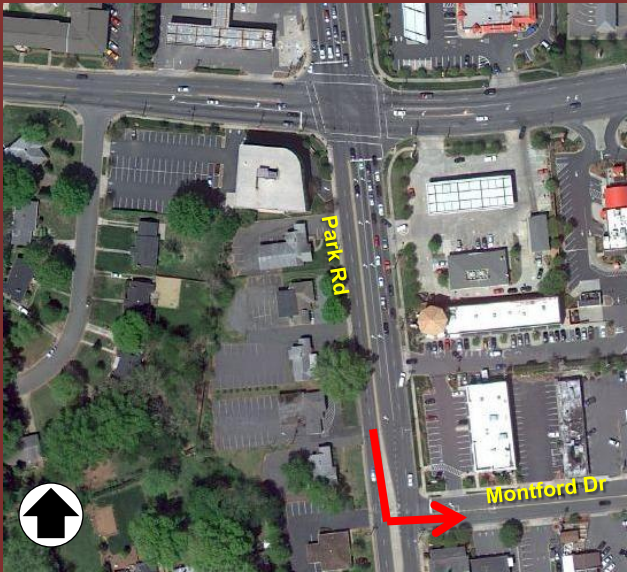
No further action at this time.

## Recommended Signing Improvements



# ISSUE:

Access to Montford Drive from southbound Park Rd needs improvement



**Public's Recommendation:** Construct a southbound left turn lane on Park Rd to access Montford Drive

**CDOT's Assessment:**

- Require reducing the size of the northbound left-turn lane at Woodlawn
- Traffic volume at the Park/Woodlawn intersection requires all of the storage currently available in the northbound left turn lane

**Conclusion:**

No further action at this time.

## Recommended Corridor Improvement





# ISSUE:

Roadway alignment between Yale Place and Marsh Road needs to be improved



**Public's Recommendation:**  
Design Yale Pl to align with Marsh,  
and explore the construction of a  
'jug handle' from Park Rd to Yale Pl

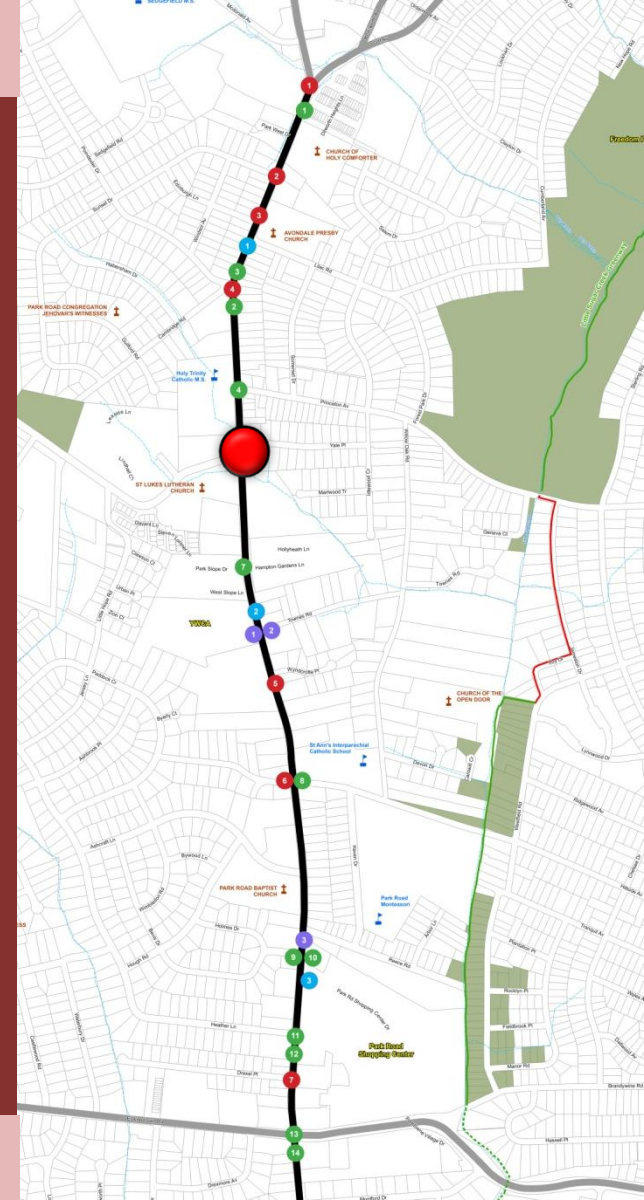
## **CDOT's Assessment:**

- Acquisition of significant private properties will be needed
- There are no safety or significant operational issues that would warrant this construction

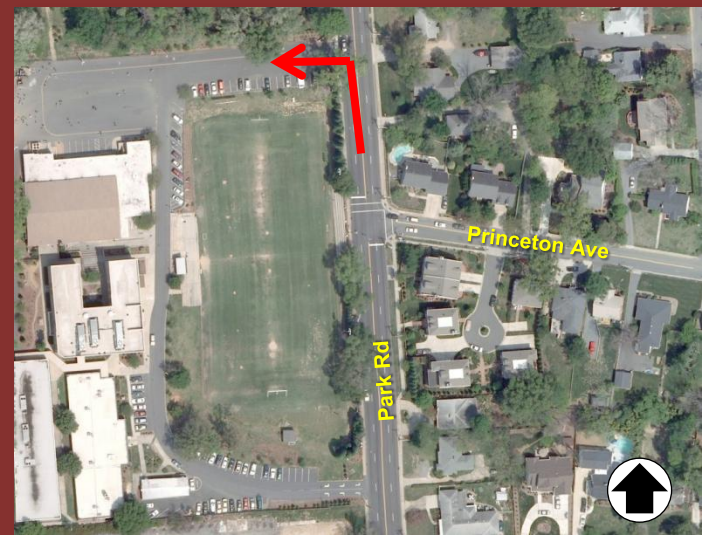
## **Conclusion:**

No further action at this time.

# Recommended Intersection Improvement



**ISSUE:** Traffic turning left into the Catholic School is causing traffic to back-up onto Park Road



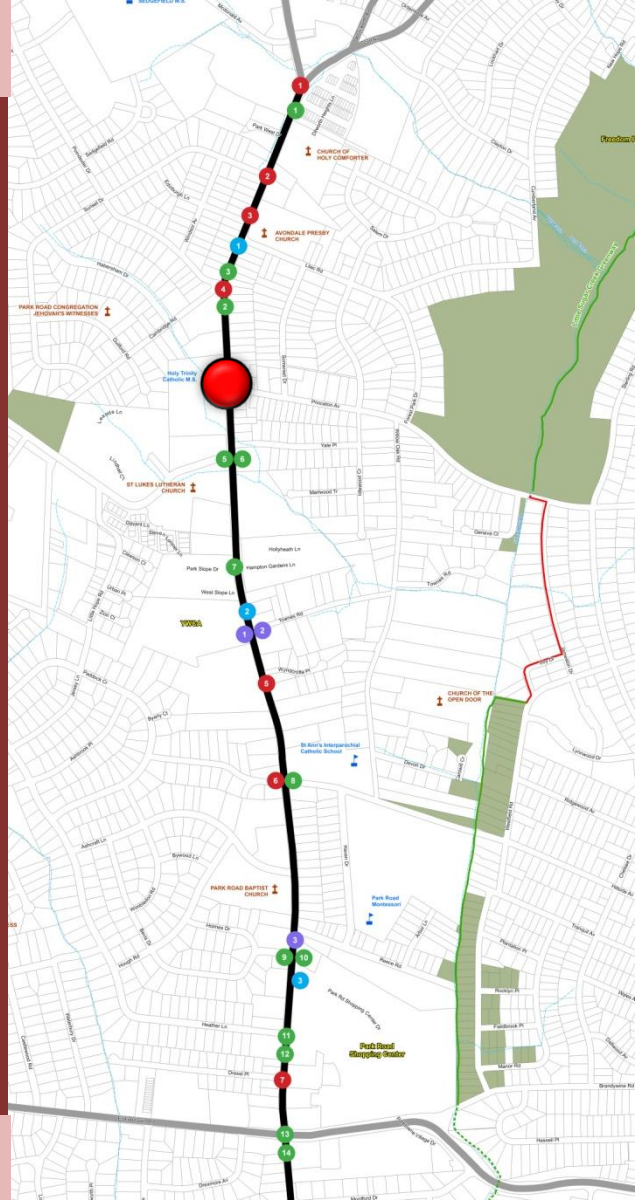
**Public's Recommendation:** Install northbound left turn lanes on Park Road to access Holy Trinity School

**CDOT's Assessment:**

- A minimum of 1,000 linear feet of roadway widening in this area would be needed, which would require:
  - Acquisition of multiple private properties
  - Reconstructing intersections and roadways
- This issue is currently addressed by utilizing policeman to direct traffic in the peak condition, which is the most feasible option at this time.

**Conclusion:** No further action at this time

**Recommended Corridor Improvement**





# ISSUE:

Turning into the KinderCare on Park Road is causing a backup



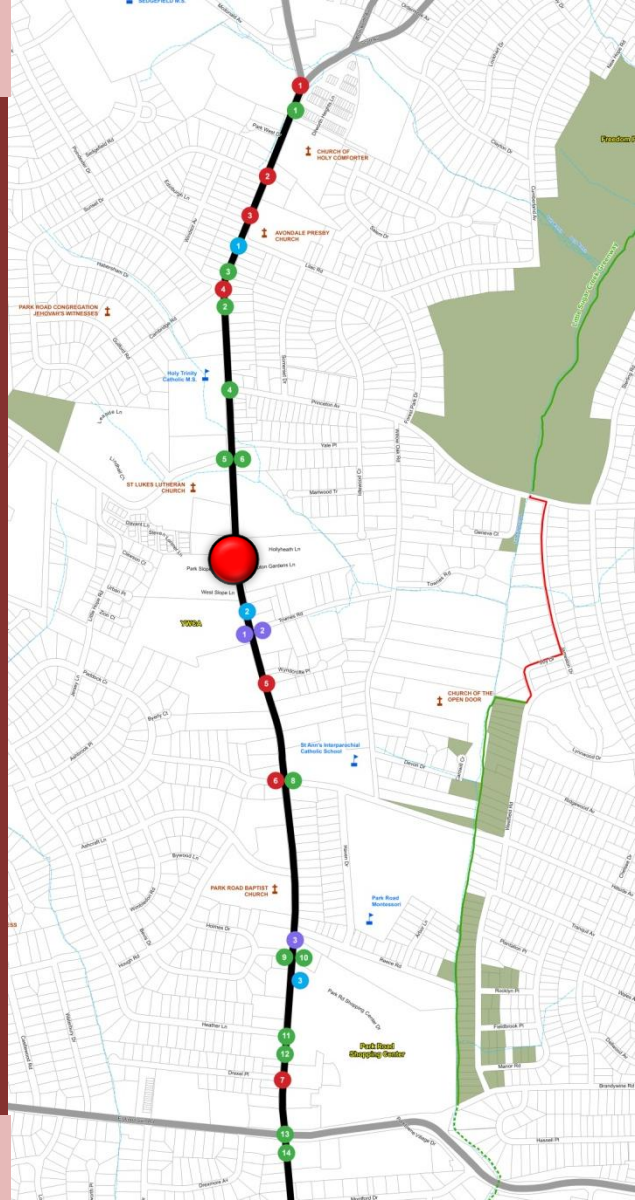
**Public's Recommendation:** Install northbound left turn lanes on Park Road to access KinderCare

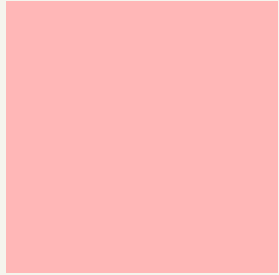
**CDOT's Assessment:**

- A minimum of 1,000 linear feet of roadway widening in this area would be needed, which would require:
  - Acquisition of multiple private properties
  - Reconstructing intersections and roadways

**Conclusion:** No further action at this time

## Recommended Corridor Improvement



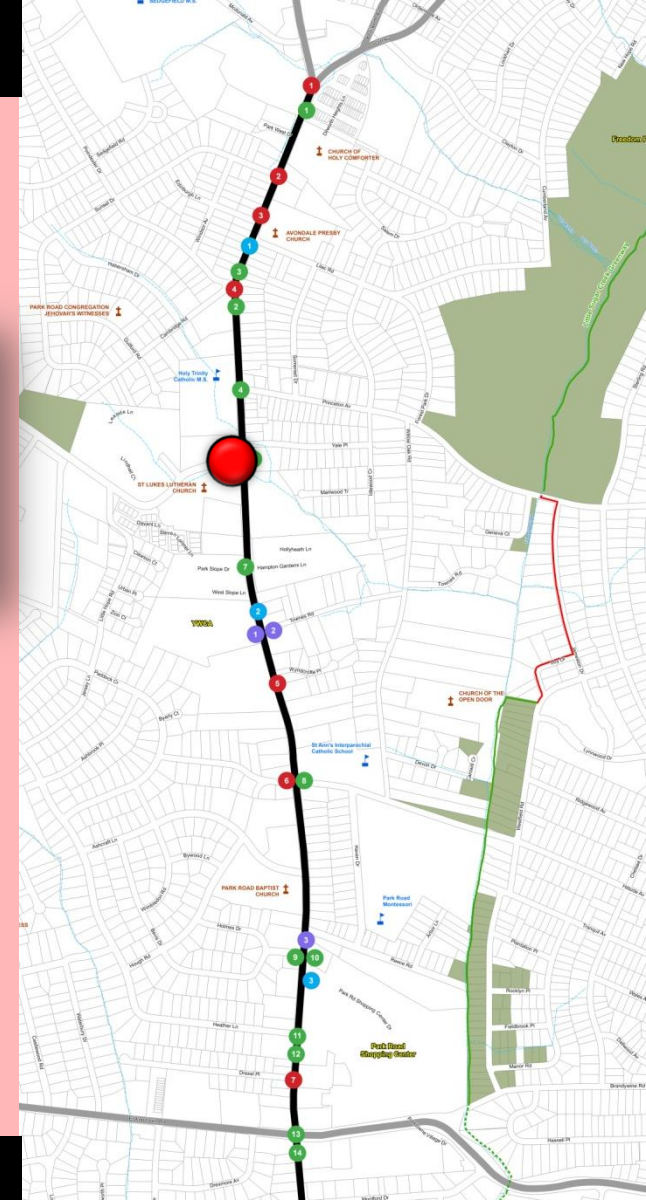


Requires coordination with  
private development



# ISSUE:

Marsh Road lacks sidewalks; lacks on-street parking; and right turns onto Park Rd are difficult



## Public's Recommendation:

- Provide sidewalk along Marsh Rd (northern side)
- Install on-street parking on the north side of Marsh Rd, between Park Road and the existing sidewalk on Marsh Rd
- Improve sight distance at the intersection of Park Road and Marsh Road by reducing the land elevation of the parcel on the northeast corner of the intersection

## CDOT's Assessment:

- This property is currently being evaluated for residential development
- CDOT is in favor of adding sidewalks and trees

## Conclusion:

- CDOT will address these issues as part of the redevelopment of the site.

# Recommended Sidewalk and Side Street Improvements



Requires cooperation with property owners and/or an appropriate funding source



# ISSUE: Lack of street trees on Park Road corridor



**Public's Recommendation:** Install street trees along Park Road Corridor, such as south of Marsh Rd

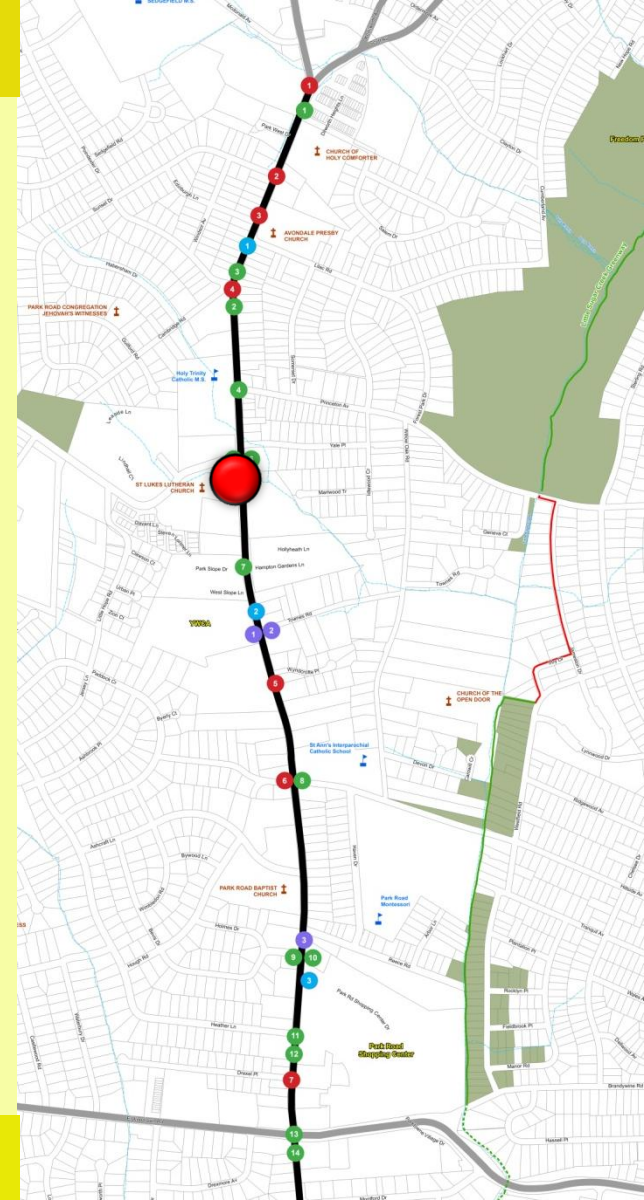
## **CDOT's Assessment:**

- No funding program in place to install & maintain trees on private property
- There is a process to do this when private property is within the limits of a planned funded project.

## **Conclusion:**

If a project comes up in the future, CDOT will reassess the feasibility of adding trees in this area at that time and coordinate with the property owner.

# Recommended Landscape Improvement



# ISSUE:

It is difficult for vehicles to turn left exiting the YWCA



**Public's Recommendation:** Align YWCA driveways with Townes Rd to create a 4-way intersection with Park Rd and install a traffic signal

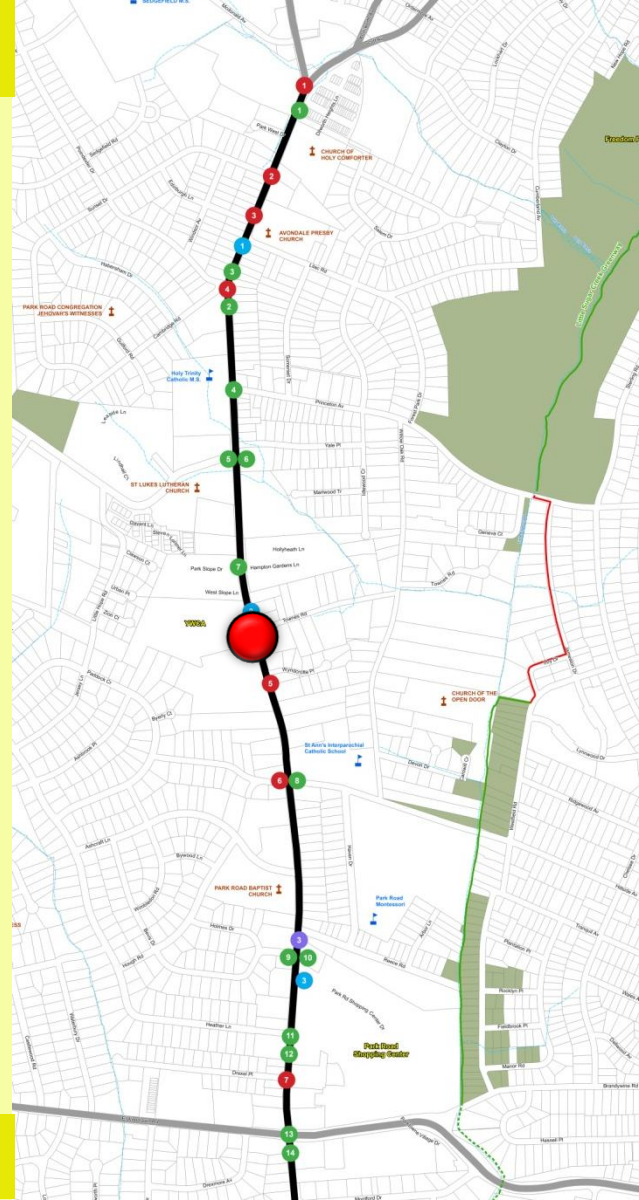
## **CDOT's Assessment:**

- Adding a new signal at this location would require the addition of turn lanes, necessitating the need for additional right-of-way.
- The relocated driveways and grade issues would have an impact on the existing house on the YWCA property.

## **Conclusion:**

CDOT will discuss this issue with YWCA staff to determine interest.

# Recommended Corridor Improvement





# ISSUE:

Sidewalks on the east side of Park Rd between Park Rd Shopping Center driveways are too close to the roadway



**Public's Recommendation:** Widen sidewalks on the east side of Park Rd between Park Rd Shopping Center driveways

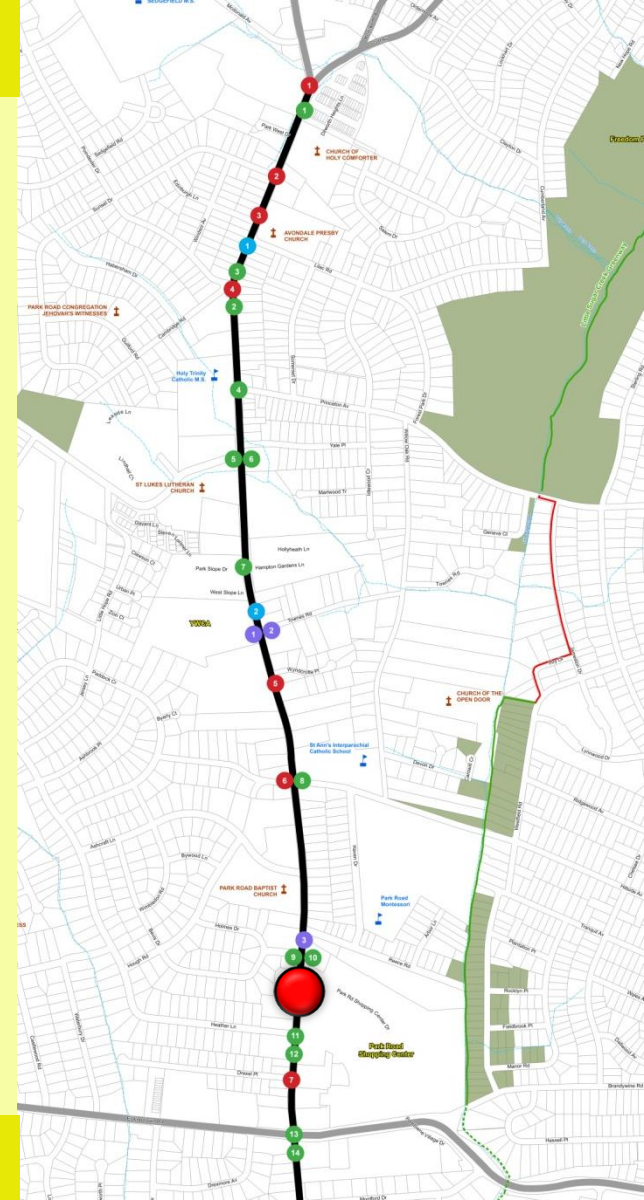
## **CDOT's Assessment:**

- CDOT is in support of this solution,
- CDOT does not currently have program in place to relocate existing sidewalks.

## **Conclusion:**

CDOT will explore opportunities to cost-share with the private property owners, such as Park Road Shopping Center, to implement these projects

# Recommended Sidewalk Improvement



**ISSUE:** Overgrown shrubs and bushes are not aesthetically pleasing and/or can cause conflicts with pedestrian on the sidewalk



**Public's Recommendation:** Improve landscape maintenance by managing overgrown shrubs, trees etc. along Park Road

**CDOT's Assessment:**

City staff notifies property owners to trim vegetation away from sidewalk.

**Conclusion:**

City staff will work with property owners and neighborhoods to develop long-term solutions.

**Recommended Sidewalk Improvement**





## ISSUE:



## **Public's Recommendation:**

## CDOT's Assessment:

- CDOT will identify if any of the poles can be eliminated or relocated to joint use poles.
- Adding new sidewalk around the poles is reasonable alternative option, but requires purchasing right-of-way from neighboring properties.

## Conclusion:

CDOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners



## Recommended Sidewalk Improvement



# ISSUE: Vehicles travel too fast on Park Road



**Public's Recommendation:** Increase police presence to enforce speeding on Park Road

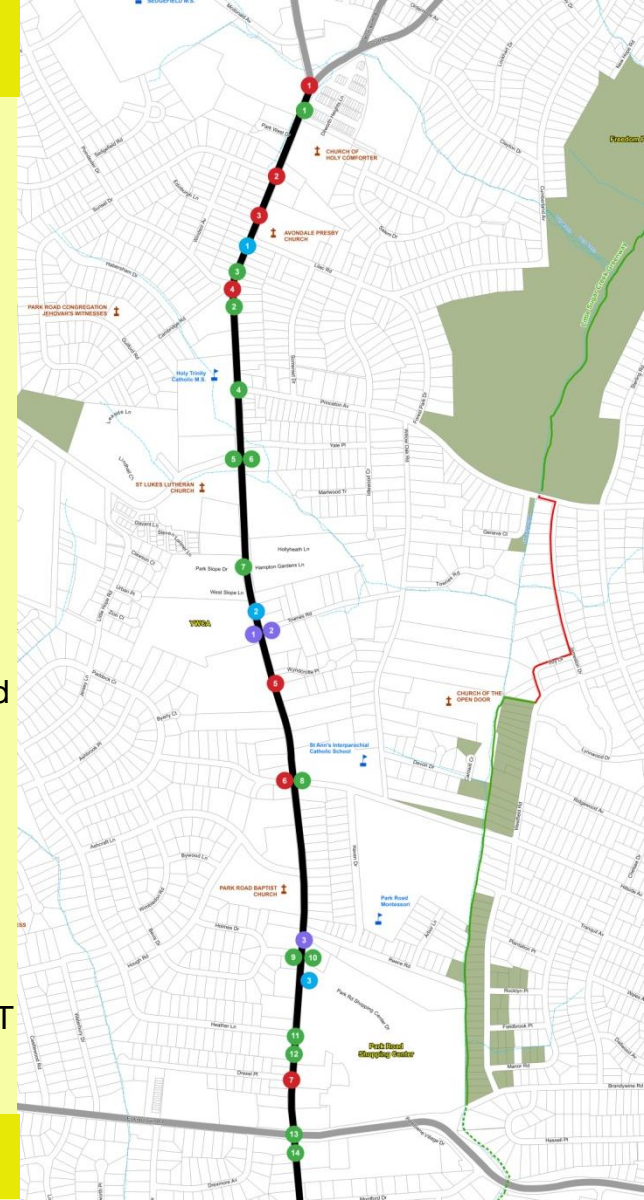
## **CDOT's Assessment:**

- Staging areas on public property to enforce speeding is very limited on Park Road.
- This will likely require negotiations with both property owners and neighborhood organizations.

## **Conclusion:**

Police Department's Providence Division will work with neighborhood residents and CDOT to identify potential staging points for speed enforcement.

# Recommended Enforcement



# **ISSUE:** Two-way left turn lane is confusing to drivers

## **Public's Recommendation:**

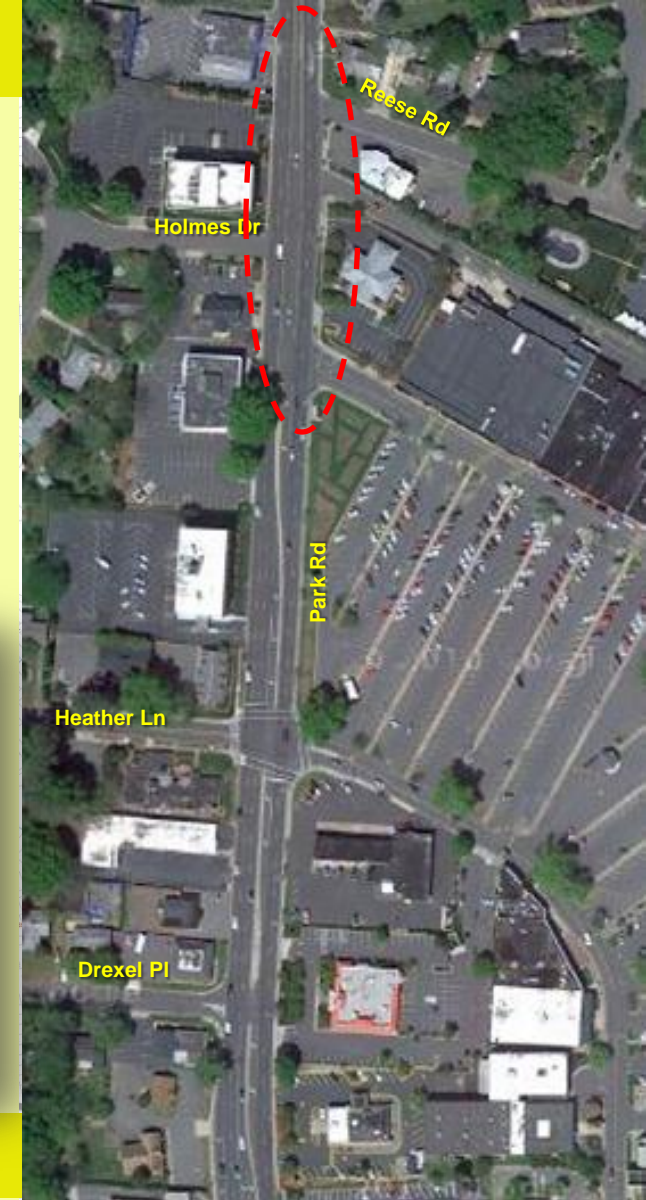
- Re-design the two-way left turn lane between Reece Rd and the Park Rd Shopping Center Dr to eliminate vehicle conflicts

## **CDOT's Assessment:**

CDOT agrees to consider this recommendation

## **Conclusion:**

CDOT will consider alternative design options for the existing 2-way left turn lane between Reece Road and the Park Road Shopping Center.



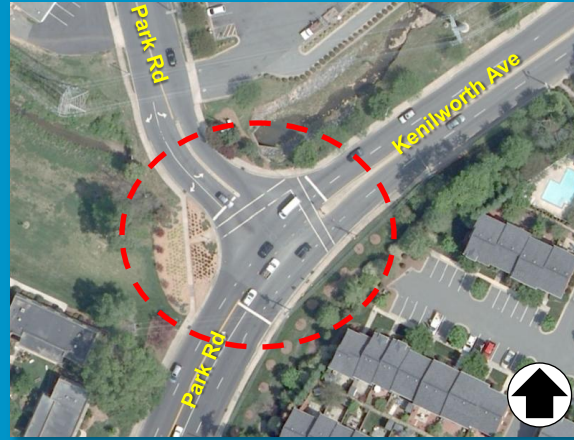
# **Recommended Corridor Improvement**



Will be incorporated for  
consideration into currently  
funded projects



# ISSUE: Unconventional intersection geometry



**Public's Recommendation:** Construct a roundabout at the Park Rd, Scott & Kenilworth intersection

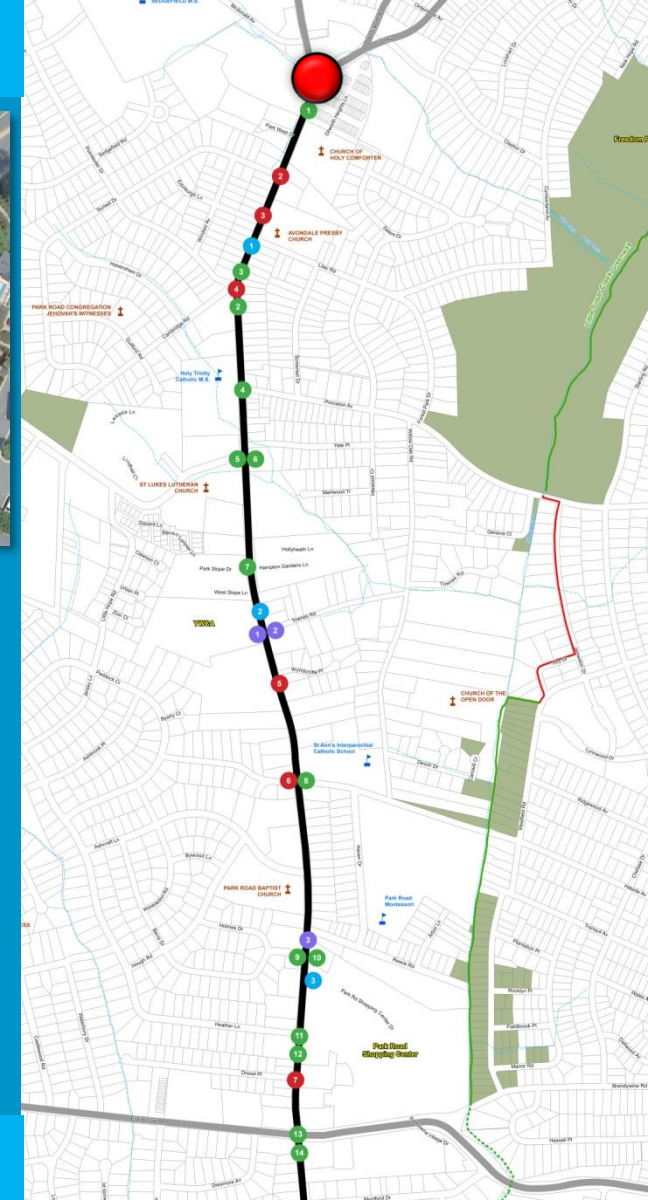
**CDOT's Assessment:** This Intersection did not score high on City's Intersection Upgrade Program, which assesses following factors:

- High Accident List (Pedestrians/Vehicles)
- Intersections with the worst volume/capacity ratios and delay
- Pedestrian and Bicycle Level of Service
- NCDOT TIP List
- Land development project near an existing CIP intersection

## **Conclusion:** .

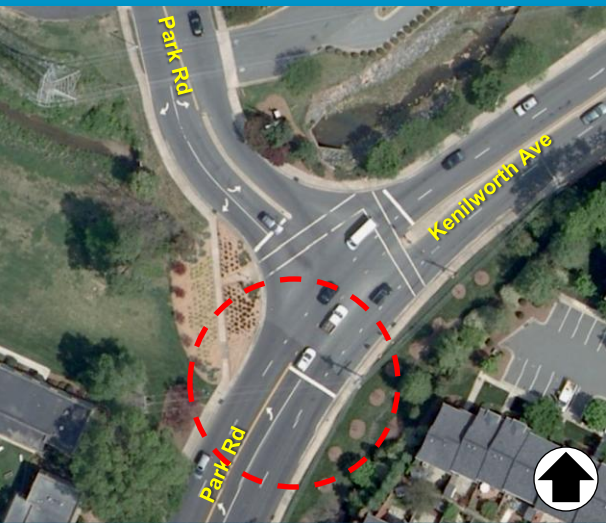
City will continue to reassess the feasibility of a roundabout or some other physical improvements if any of the above factors change

## Recommended Intersection Improvement



# ISSUE:

Pedestrian crossing needs improvement on the south leg of Park Road/Kenilworth



**Public's Recommendation:** Install a crosswalk on the southern leg of the Park Rd and Kenilworth intersection. Design it to be cautious of high speed right turn movements from southeast-bound Park Rd to southbound Park Rd

**CDOT's Assessment:**  
CDOT is in agreement with this solution

**Conclusion:**  
This intersection will be evaluated for improvement as part of a storm water project currently under design.

## Recommended Pedestrian Crossing Improvement





# ISSUE:

Allowing northbound Park Road “U-Turns” at the intersection of Park Road and Woodlawn Road is a safety issue



**Public's Recommendation:** Prohibit northbound U-turns at Park Rd and Woodlawn Rd intersection

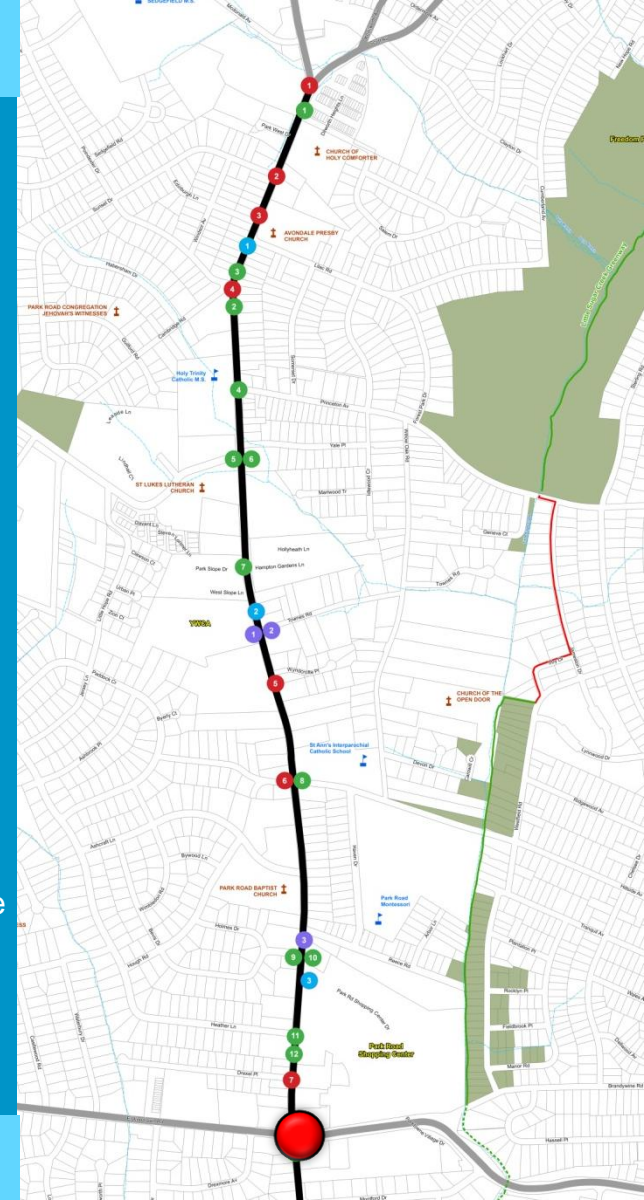
## **CDOT's Assessment:**

- There is no demonstrated safety issue
- There is no indication of a significant traffic operations issue
- Prohibiting this movement would restrict access to businesses south of Woodlawn

## **Conclusion:**

CDOT will continue to monitor this issue and look for ways to address this movement while not impacting businesses . Redevelopment of the southwest corner would be an opportunity to enhance the intersection for all users, such as wider space for U-turning motorists, as well as a median pedestrian refuge to help mitigate the increased crossing distance.

## Recommended Signing Improvement





**ISSUE:** Lack of sidewalks between Holmes and Drexel; Can't access northbound Park Rd from Drexel Pl

**Public Recommendation:**

- Install sidewalk between Holmes Dr and Drexel Pl
- Install street trees – Along the west side of Park Rd, between Park Rd Shopping Center Dr and Drexel Pl
- Solutions for the raised median on Park Road near Drexel Pl:
  - Improve its aesthetics
  - Remove it completely or partially
  - Allow left turn from Drexel Pl onto Park Rd

**CDOT's Assessment:**

- CDOT is currently designing this sidewalk for construction.
- The project includes evaluating the raised median at Drexel Place for aesthetics improvements

**Conclusion:**

CDOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.

**Recommended Sidewalk and Landscaping Improvements**



**ISSUE:** Need better crossing; Bus stop location requires mid-block crossing

**Public's Recommendation:**

- Improve pedestrian crossing between the bus stop on the west side of Park Rd and the Park Rd Shopping Center
- Relocate the bus stop near Holmes Dr further south to align with Park Rd Shopping Center Drive

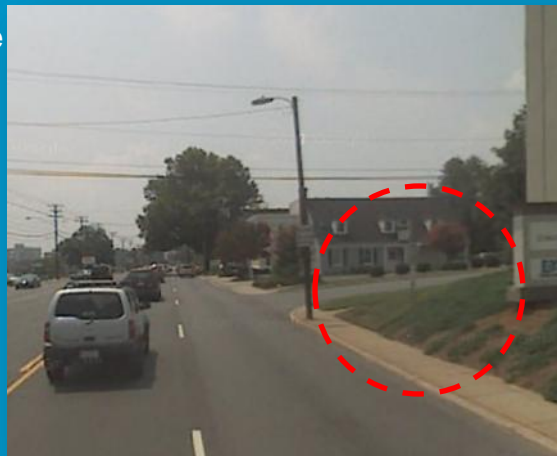
**CDOT's Assessment:**

CDOT is in agreement with this solution


**Conclusion:**

CDOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.

*Bus Stop at Homes Drive*



**Recommended Pedestrian Crossing and Bus Stop Improvements**



Will be completed under current  
operation & maintenance  
programs



**ISSUE:** It is too dark along the sidewalk near the Park Road shopping center causing a safety issue



**Public's Recommendation:** Improve lighting on Park Rd near Park Rd Shopping Center for pedestrians and vehicles.

**CDOT's Assessment:**

- CDOT is in support of this solution

**Conclusion:**

CDOT will work with Duke Energy to investigate whether there is proper illumination with the existing street lights, if not, CDOT will consider upgrading the lights, or consider installing additional street lights or pedestrian lights.

**Recommended Sidewalk Improvement**



# ISSUE:



### **Public's Recommendation:**

## Replace parking signs on Park Road in front of the Church of Holy Comforter

## CDOT's Assessment:

## CDOT agrees with this solution

## Conclusion:

CDOT is currently in the process of replacing these parking signs.



## Recommended Signing Improvement



# ISSUE:

Traffic queuing from Chic-fil-a drive through spills onto Woodlawn



## Public's Recommendation:

Notify drivers of lunchtime curb lane congestion

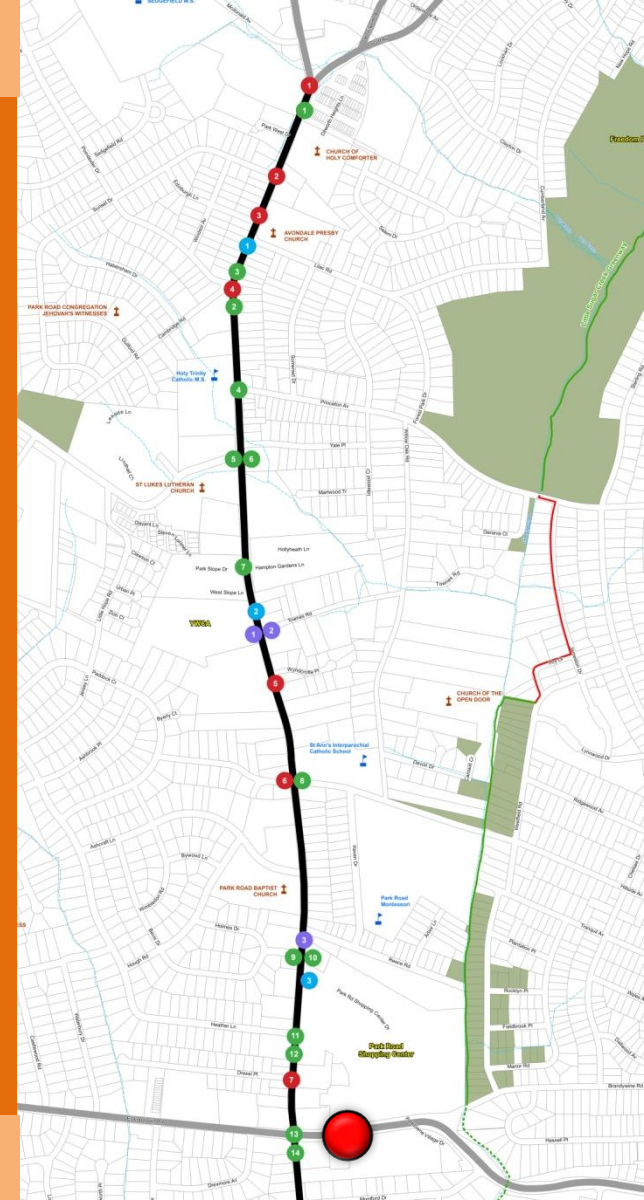
## CDOT's Assessment:

CDOT is aware of this issue

## Conclusion:

CDOT is in the process of determining whether signage or other methods can be implemented to alert drivers of traffic backing up onto Woodlawn.

# Recommended Signing Improvements





# ISSUE:

Drivers do not respect bicyclist riding in travel lanes



*Providence Rd, west of Wendover Rd*



## Public's Recommendation:

Install "Share the Road" sign (Bicycles) throughout Park Rd

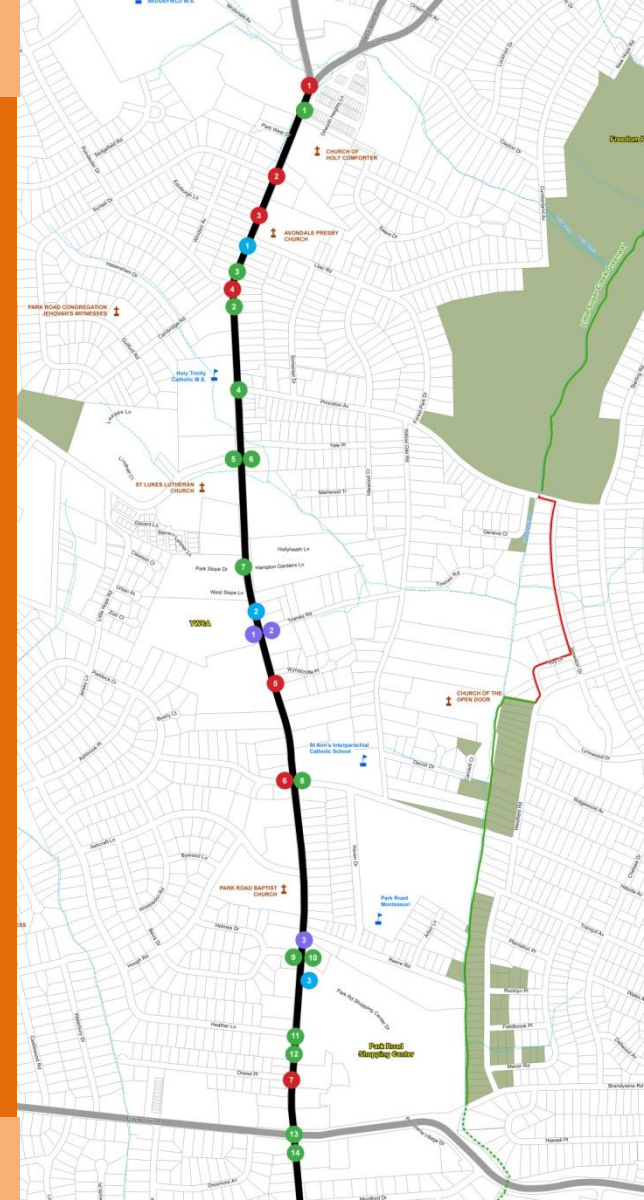
## CDOT's Assessment:

City staff will analyze the appropriateness of these signs and determine the ideal location for these signs.

## Conclusion:

City staff will install "Share the Road" signs where appropriate.

# Recommended Signing Improvement



## ISSUE: Drivers travel too fast on Park Road



### Public's Recommendation:

## Install driver feedback signs along Park Road to encourage slower vehicle speeds

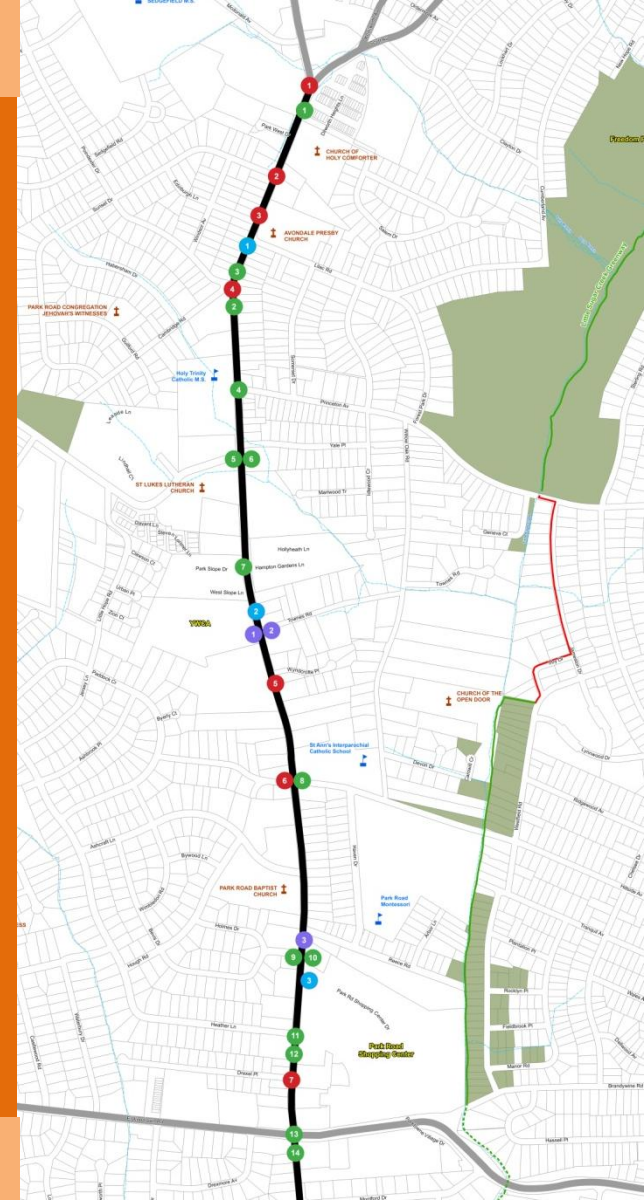
### CDOT's Assessment:

These signs have traditionally been used only in school zones. City staff will identify if these signs are appropriate for the school zone on Park Road (Holy Trinity) as well as other locations.

## Conclusion:

City staff will install driver feedback signs where appropriate.

## Recommended Enforcement



# ISSUE:



### Public's Recommendation:

## Replace damaged sidewalks throughout Park Road

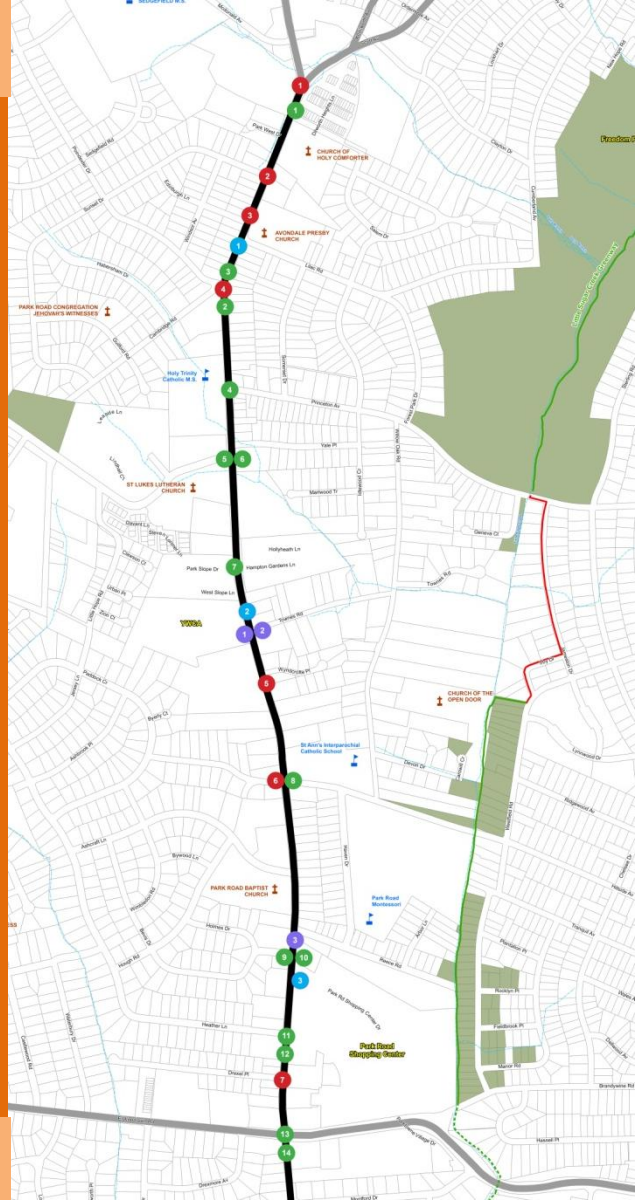
## CDOT's Assessment:

As part of the City's maintenance program citizens can call 311 at any time to report deficient sidewalks by identifying the closest street address where they exist.

## Conclusion:

All reported damaged sidewalk panels will be inspected and determined if the panels need to be repaired, replaced, or can remain.

## Recommended Sidewalk Improvement





**ISSUE:** Signal timings and Pedestrian Crossings needs improvement along the Park Road Corridor

### Public's Recommendation :

- Re-time the traffic signals to:
  - Be more efficient for vehicles on the side streets
  - Create gaps in traffic to allow for vehicles to turn onto Park Rd from unsignalized side streets
  - Allow for more time to cross the street, especially for aged and disabled people
- Improve pedestrian crossings at signalized intersections in the following way:
  - Improve visibility
  - Add crosswalks where they do not exist

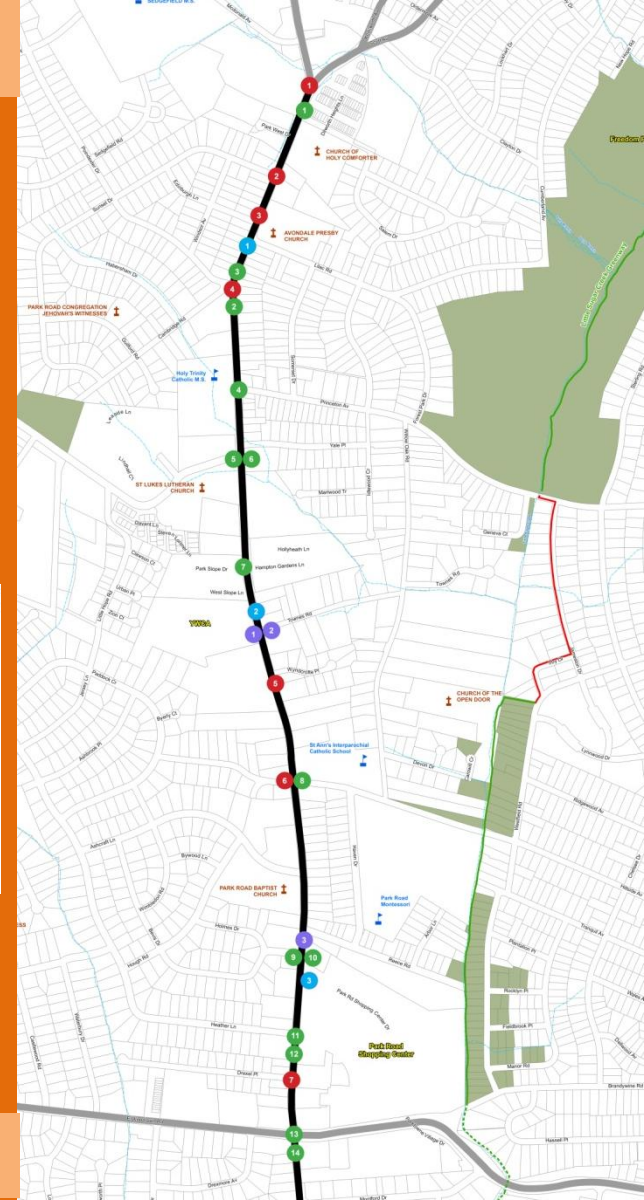
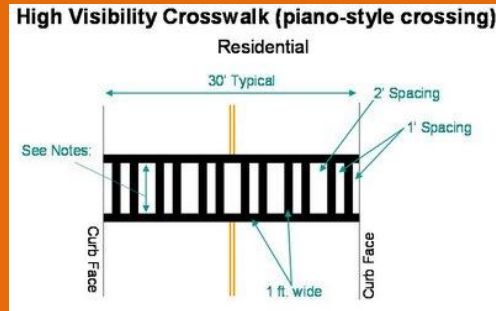


## CDOT's Assessment:

The entire Park Road corridor will be retimed this summer/fall.

## Conclusion:

The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.



## Recommended Signal Timing Improvement

# Conclusions

9

No further action at this time

1

Requires coordination with private development

7

Requires cooperation with property owners and/or an appropriate funding source

5

Will be incorporated for consideration into currently funded projects

22

Will be completed under current operation & maintenance programs



# Summary of Issues and Solutions...

## WHAT WE HEARD

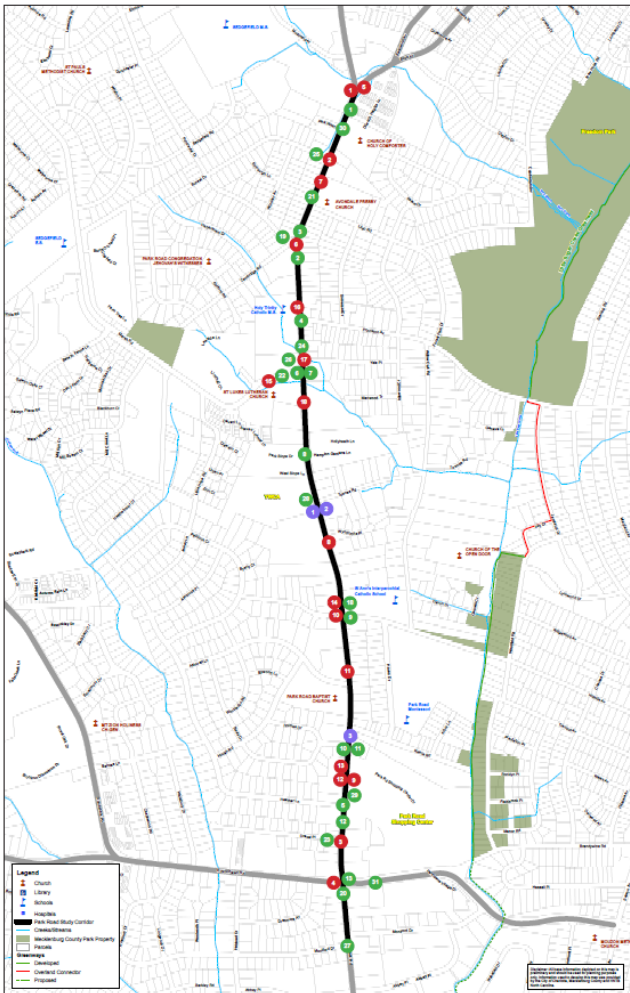
General Issues / Concerns	Conclusion
1. Most participants stated that traffic volumes are too high on Park Road	Park Road currently experiences 27,900 Average Annual Weekday Traffic (AAWDT). In 1992 the AAWDT was 26,000. Over the last 23 years, those traffic volumes have not dramatically increased.
2. Most participants stated that vehicles travel too fast along the corridor.	The average speed on this corridor is 42 mph. 85% of the vehicles are currently traveling at or below 40 mph. Typically average speeds are 4-9 mph above the posted speed limit. COOT will work with the Police Department's Providence Division to identify potential staging points to enforce the speed limit. This will likely require negotiations with both property owners and neighborhood organizations.
3. Many participants stated that there is too much truck (heavy vehicle) traffic utilizing Park Road.	Typically, 2% of all vehicles consists of heavy vehicles on similar Charlotte roads. 1% of all vehicles on Park Road consists of heavy vehicles (i.e. Heavy Trucks, Buses, Tractor Trailers). Park Road experiences half of the typical truck traffic compared to similar Charlotte roads.
4. Some participants indicated that Park Road needs on-street parking; however, a provision of participants indicated that they are opposed to this idea.	On-street parking is not feasible due to the roadway width limitations. On-street parking is prohibited along Park Road through the exception of a curb section near Holy Comforter Church that is limited to Sunday.
5. Many participants agreed that the overhead utilities lines and poles along Park Road are not aesthetically pleasing and/or can cause conflicts with pedestrians on the sidewalk.	COOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners.
6. Many participants stated they would like Park Road to serve as a local / neighborhood street with slower lanes and fewer vehicular travel lanes.	Roads that have been converted (road diet) experience traffic volumes ranging from 5,300 - 21,400 AAWDT. Park Road experiences 27,900 AAWDT. Over the last 23 years those traffic volumes have not dramatically increased. Due to the high traffic volumes a road diet is not feasible.
7. Crossing time at all signalized intersections should be looked at to ensure sufficient time for people with disabilities to cross.	The entire Park Road corridor is to be refined this summer/fall by COOT staff.

Pedestrian / Bicycle Issues	Conclusion
1. Park Road and Scott Avenue (pedestrian crossings need improvement)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
2. Park Road at Burnet Drive (lack of pedestrian crosswalks)	
3. Park Road near Orson Place (pedestrian crossings need improvement)	
4. Park Road and Woodlawn Avenue (improve pedestrian crossings to accommodate new elderly public housing located on Woodlawn)	
5. Park Road and Kershaw (auto traffic is very fast - hard to cross Park Road on foot or bike)	
6. Park Road and Poindester/Cambridge Road (pedestrian crossings need improvement)	
7. Between Burnet Drive and Poindester Drive (lack of sidewalks)	The City is currently constructing sidewalks at this location
8. Between Towers Road and Hillside Avenue (sidewalks too close to the road)	COOT will explore opportunities to coordinate with the private property owners along Park Road, such as Park Road Shopping Center, to improve existing sidewalks.
9. Sidewalks on the east side of Park Rd between Park Rd Shopping Center driveway are too close to the roadway	
10. Park Road and Hillside Avenue (poor visibility for pedestrian to see vehicles due to vertical curve on Park Road)	The roadway is designed for vehicles to drive within the posted speed limit. Curves in the roadway become an issue when vehicles drive at excessive speeds. Police Department's Providence Division will work with neighborhood residents and COOT to identify potential staging points for speed enforcement.
11. Between Park Road Shopping Center and Hillside Avenue (sidewalk obstructions)	COOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners. COOT will also contact property owners where landscaping is interfering on the sidewalk.
12. Park Road access from Park Road Shopping Center (sidewalk gap)	COOT has an ongoing sidewalk and pedestrian crossing project in this area, which will address these concerns.
13. Park Road at Heather/Kames (crossing is needed in this area for better access to Park Road Shopping Center)	
14. Park Road (overgrown shrubbery encroaching on sidewalk, especially at Hillside Avenue)	City staff will work with property owners and neighborhoods to develop long-term solutions to address this issue.
15. Marsh Road (no sidewalks)	This property is currently being evaluated for residential development. COOT will address this as part of the redevelopment of the site.
16. Park Road near Holy Trinity (broken sidewalk)	As part of the City's maintenance program citizens can call 311 at any time to report damaged sidewalks. By identifying the closed street address where they exist. All reported damaged sidewalk projects will be inspected and determined if the project needs to be repaired, replaced, or can remain.
17. Park Road and Yale Place (broken sidewalk)	If a project comes up in the future, COOT will assess the feasibility of adding trees in this area at that time and coordinate with the property owner. More information is needed regarding additional pedestrian deficiencies in this area.
18. The pedestrian environment needs improvement along Park Road, south of Marsh	
19. Drivers do not respect bicyclist riding in travel lanes	City staff will install "Share the Road" signs where appropriate.

Transit Facilities Issues	Conclusion
1. There were a few comments by the participants stating that the location of the bus stop near Towers Road is inconvenient for travel uses.	City staff is aware of this issue and has been working on it for several years. Agreements with property owners at the proposed location have not been successful. COOT will continue to explore alternative bus stop locations.
2. It was pointed out that the bus stop near Towers Road should be relocated closer to the pedestrian signal to allow for easier pedestrian crossing of Park Road to and from the bus stop.	
3. It was pointed out that the bus stop near Holmes Drive, Renee Road, and Harris Teeter driveway is unsafe for pedestrians due to bus stop locations requiring pedestrians to cross mid-block.	COOT has an ongoing sidewalk and pedestrian crossing project in this area. The project includes evaluating the location of bus stops, crosswalks, and aesthetics.

## WHAT WE HEARD

Traffic Operations Issues	Conclusion
1. Park Road and Balm Drive (northbound Park Road traffic queuing makes it difficult to turn into and out of Balm Drive)	Turn restrictions limit local route choices and street network benefits to the neighborhood. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
2. Park Road and Poindester Drive (lack of adequate sight distance due to horizontal curve on Park Road)	
3. Park Road at Poindester Drive and at Cambridge Road (lack of adequate signal timing, and lack of left turn signal)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections. Left turn signals are not feasible at this location.
4. Park Road and Princeton Avenue (lack of left turn signal)	Left turn signals are not feasible at this location. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
5. Park Road and Heather Lane (lack of left turn signal)	
6. Park Road and Marsh Road (right turns onto Park Road are difficult due to poor visibility)	The poor visibility is due to the high elevation at the northeast property. This property is currently being evaluated for residential development. COOT will address this as part of the redevelopment of the site.
7. Allowing "right turns on red" from Marsh Road to Park Road is a safety issue.	
8. Park Road and the Hampton Gardens Development (lack of a traffic signal)	The traffic volumes at this intersection do not warrant a traffic signal. COOT will continue to monitor traffic volumes for increases that warrant a traffic signal. No further action will be taken at this time.
9. Park Road and Hillside Avenue (poor visibility for drivers to see pedestrians crossing)	All crosswalks in Park Road corridor are being upgraded to a high visibility crosswalk pattern. Other improvements may be considered as necessary.
10. Holmes Drive, Renee Road, and Harris Teeter driveway (unsafe for vehicles due to too many left turn lanes)	COOT will consider alternative design options for the existing 2-way left turn lane between Renee Road and the Park Road Shopping Center.
11. The driveway left turn lane on Park Road between Harris Teeter, Holmes Drive, and Renee Road is poorly designed.	
12. Many participants agreed that the section of Park Road between Heather Lane and Orson Place is not aesthetically pleasing due to the lack of trees	COOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.
13. Park Road and Woodlawn Road (lack of adequate southbound left turn green time)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
14. Park Road and Hillside Avenue (signal timing for pedestrian and automobiles)	
15. Park Road and Cambridge/Poindester (adequate signal timing)	
16. Allowing northbound Park Road "U-Turns" at the intersection of Park Road and Woodlawn Road is a safety issue.	COOT will continue to monitor this issue and look for ways to address this movement while not impacting businesses. Redevelopment of the southeast corner would be an opportunity to enhance the intersection for all users, such as wider space for U-turning vehicles, as well as a median/pedestrian refuge to help mitigate the increased crossing distance.
17. Park Road and Ullac Road (turning left onto Park Road from Ullac Road is difficult)	The entire Park Road corridor is to be refined this summer/fall by COOT. The new timing scheme may provide more gaps in traffic both upstream and downstream from this location.
18. Marsh Road (no on-street parking currently on Marsh Road)	This property is currently being evaluated for residential development. COOT will address this as part of the redevelopment of the site.
19. Park Road and Orson Place (no access to northbound Park Road from Orson Place)	COOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.
20. Park Road and Marsh Road (north of Marsh - turning left into day care at Catholic School is causing a backup)	This issue is currently addressed by utilizing policemen to direct traffic in the peak condition, which is the most feasible option at this time. No further action will be taken at this time.
21. Vehicles queue up on Burnet waiting to turn left on Park Road, which causes high speeds on vehicles waiting to turn right into Park Road	Turn restrictions limit local route choices and street network benefits to the neighborhood. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
22. Roadway alignment between Yale Place and Marsh Road needs to be improved	This would require reducing the size of the northbound left-turn lane at Woodlawn. Traffic volume at the Park/Woodlawn intersection requires all of the through currently available in the northbound left turn lane. No further action will be taken at this time.
23. Access to Kershaw Drive from southbound Park Rd should be allowed.	COOT will discuss signing Towers Road with the YMCA driveway with the YMCA staff to determine interest.
24. It is difficult for vehicles to turn left exiting the YMCA	COOT will explore improving lighting by working with Park Road Shopping Center and incorporating this as a recommendation in the forthcoming Park/Woodlawn Area Plan.
25. It is too dark along the sidewalk near the Park Road shopping center creating a safety issue	COOT is currently in the process of replacing these parking signs.
26. Parking signs on Park Road in front of the Church of Holy Comforter are hard to read and worn out	
27. Traffic queuing from Church's drive through spills onto Woodlawn	COOT is aware of this issue and is in the process of determining whether signage or other methods can be implemented to alert drivers of traffic backing up onto Woodlawn.





Find future project updates through the  
webpage... <http://cdotprojects.charlottenc.gov>

Charlotte > Transportation > Plans and Projects > Park Road Corridor Study

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Feedback

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**Park Road Corridor Study**

The Charlotte Department of Transportation (CDOT) is conducting a study to assess current transportation problems, as well as identify future opportunities and needs along Park Road between Kenilworth Avenue and Woodlawn Road. The study includes three public meetings:

**Public Meeting 1: March 3, 2011**  
6:00 - 8:00 p.m.  
YWCA Central Carolinas

Identify and prioritize problems for all transportation modes (cars, bikes, pedestrians, transit) along the corridor.

[First Public Meeting Presentation & Results](#)

[First Public Meeting Summary](#)

[What We Heard Text](#)

[What We Heard Map](#)

**Public Meeting 2: March 24 & 26, 2011**  
YWCA Central Carolinas

[Public Meeting Flyer](#)

Identify and develop approaches to improve the corridor.


[Second Public Meeting Presentation](#)

**Public Meeting 3: May 12, 2011**  
6:00 - 8:00 p.m.  
YWCA Central Carolinas  
3420 Park Road  
Charlotte, NC


Agree on and prioritize potential improvements identified in meeting 2.

**Input and feedback from the area residents and users of Park Road is vital. We hope you can attend.**


For more information, please contact:  
Andy Grzymiski  
CDOT Project Manager  
704-336-3928  
[agrzymiski@charlottenc.gov](mailto:agrzymiski@charlottenc.gov)



Park Road Corridor Study



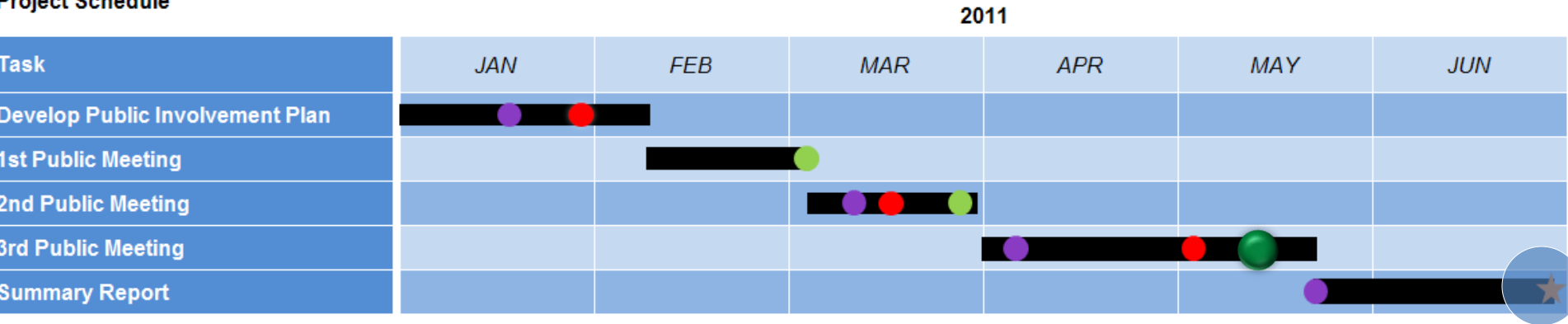
CHARLOTTE



# Next Steps ...

## PARK ROAD CORRIDOR STUDY

### Project Schedule



### Legend

- Meetings with CDOT from 10am-12pm on the following dates: 1/21/11, 3/11/11, 4/7/11 & 5/26/11
- Meeting with Neighborhood Representative Committee from 7-9pm on the following dates: 1/31/11, 3/17/11 & 5/5/11
- Public Meetings: 3/03/11 (6-8pm), 3/24/11 (4-8pm), 3/26/11 (1-5pm) & 5/12/11 (6-8pm)
- Summary Report (6/16/11)

The schedule is subject to change to meet the specific needs of the project, as agreed to by the client and HNTB.  
This schedule was revised on 1/28/2011

Please Stay for the Question and Answer Period



Thank you for Participating